

DOCKS.

THE UNION DOCK COMPANY OF HONG-KONG AND WHAMFOA, LIMITED.

THE Company respectfully call the attention of Ship Owners, Consignees, and Masters of Vessels to its establishment at HONG-KONG and WHAMFOA, for all DOCKING and REPAIRS, of all classes.

At Hong-kong the Company have the only dock in the Harbour—a granite pier 350 feet in length, and drawing 22 feet of water.

Attached to it there are Slipways, Block-sheds, Boat-houses, and yards for the repairs of Sailing Vessels or Steamers.

The Company have also a Ship Yard, and are ready to contract for the construction of Steamers or Sailing Vessels of any size.

At Whamfoa the Company have their Dock, to which all the ships at reduced rates.

The Steam Yacht "Glorious" can be engaged to sea, or berth them, at reasonable rates.

For Particulars apply to JOHN INGLIS,

Or to A. D. MITCHELL, Manager of Works, Company's Office, Hongkong Hotel Building, 1110 Hongkong, 12th October, 1891.

PORT OF AMoy.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the above port afford every facility for Repairing and Splicing Vessels, Cleaning and Painting Iron Ships, and Repair and Refit of BOATS AND BOILERs.

Their large GRANITE DOCK is 307 feet in length, with a Capacity Gate, and with a Centrifugal steam-pump to regulate the state of the tides.

At average spring tides, this Dock can receive vessels drawing 14 to 17 feet, and during the low water of the year, when the tides are smaller DOCKS, also built of Granite, can receive vessels drawing 12 to 13 feet.

The Premises comprise a large Storey and Ground Storey, with every necessary Building and Shops. An ENGINEERS WORKSHOP, fitted with Lathes and other Tools driven by steam.

AN IRON FOUNDRY.

For castings up to 5 tons weight, and a BRASS FOUNDRY, kept by the Company, in which all different departments are superintended by experienced Engineers, viz.—ENGINEERS, BLACKSMITHS, and SMITHS.

DRY GODDOWNS for reception of stores of various requiring to discharge them.

Good Quarters for Officers of ships under repair in the Dock.

2003 Amoy, 13th December, 1867.

NOTICE.

THIS Underwritten calls the attention of Masters and Agents of vessels discharging at this port to the great advantage to be gained in points of convenience, despatch and economy in making use of their Wharves in New Harbour.

With the assistance of steam, steam is a general cargo can be handled rapidly, and with the minimum of risk to the time usually occupied discharging in the roads.

There are large, dry, and very commodious dry docks, and the roads are well prepared for the safe use of cargo while discharging.

The trouble and expense, and of putting cargo on deck, are avoided, and the cost of discharging is reduced to a minimum.

There is always a large stock of the best English and Welsh coal, on the premises, which are supplied at the lowest possible rates, and vessels going alongside to take in discharge cargo pay a wharfage of 20c per ton.

Vessels discharging cargo pay a wharfage of 20c per ton, and when the immense advantages gained are taken into consideration.

A ringmaster has been made by which all vessels, ships and steamers, can be done with despatch while the vessels are lying alongside the wharves.

For every efficient and rapid pulley on the premises, and when required, a steam tug is always available.

THE BORBO COMPANY, LIMITED, Singapore, 16th April, 1891.

(See 32)

FOOT OF AMoy.

NOTICE TO MARINERS.

THE BUOYS marking the dangers in the Harbour of Amoy have been placed according to the order of the Admiralty, and the British Admiralty and Trinity Board, viz.—in mark 11, STARBOARD side of channel ENTERING black block, and the channel ENTERING by black or red buoy, or vertically striped with white, and MIDDLE Grounds by horizontally striped buoys.

KELLETS SPIT, now formed by a RED BROWN ROCK, formerly marked by a red rock, are now marked by a vertically striped RED and WHITE BROWN. This buoy has been placed in the channel ENTERING the port of Amoy, in order to mark vessels passing through the channel ENTERING by black or red buoy, or vertically striped with white, and MIDDLE Grounds by horizontally striped buoys.

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